Chapter 4

GENERAL SERVICING

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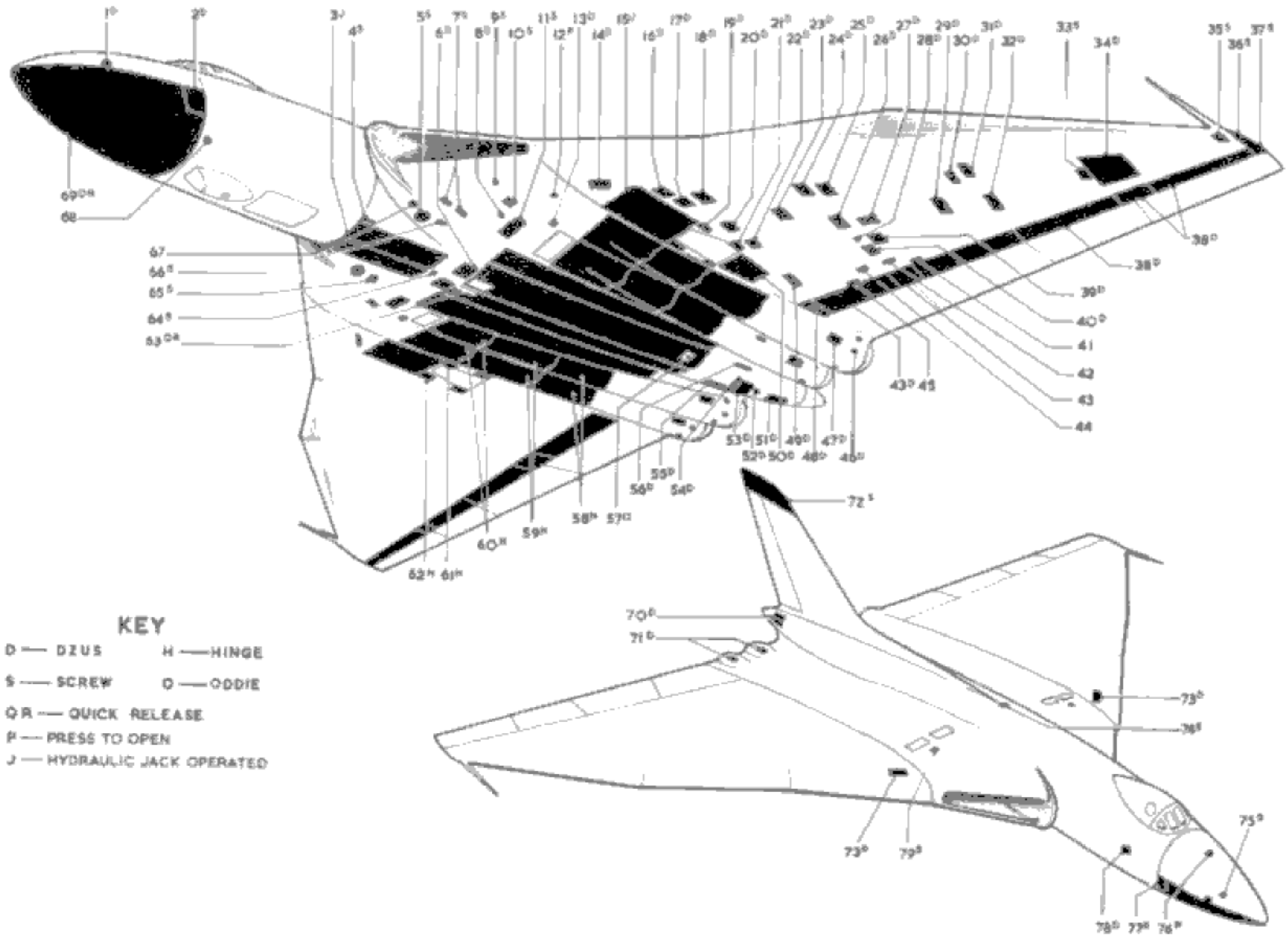

Fig. 1. Access panels.

KEY TO FIG.1

(ACCESS PANELS AND DOORS)

1 RADOME ATTACHMENTS
2 EMERGENCY EQUIPMENT AND DESTRUCTOR STOWAGE
3 NOSE-WHEEL DOORS
4 NOSE-WHEEL UNIT PIVOTS
◀ 5 AERIAL, RADIO ALTIMETER, HIGH RANGE ▶
6 SUMPS NO.1 AND NO.2 FUEL TANKS
7 ENGINE CONTROLS
8 NO.1 FUEL TANK SERVICING COCK
9 ANTI-ICING CONNECTIONS
10 AERIAL, RADIO ALTIMETER LOW RANGE
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18 FUEL LEVEL SWITCH AND SECONDARY PUMP NO.3 TANK
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◀ 25 FUEL LEVEL SWITCH AND SECONDARY PUMP NO.5 TANK ▶
26 SUMP, NO.4 FUEL TANK
27 ELECTRICAL AMPLIFIERS, FUEL SYSTEM
28 AMPLIFIER CONDUITS, FUEL SYSTEM
29 FUEL SYSTEM PIPE LINES
30 SUMP, NO.5 FUEL TANK
31 LANDING LAMP AND FIRE EXTINGUISHERS
32 SUMP, NO.7 FUEL TANK
33 FLYING CONTROL ROD LINKAGE
34 AILERON POWER UNITS
35 A.S.I. DRAIN POINTS
36 NAVIGATION LAMP CONNECTIONS
37 I.L.S. AERIAL
38 AILERON POWER UNIT AND SHROUD
39 FUEL LEVEL SWITCH AND SECONDARY PUMP NO.7 TANK
40 SUMP. NO.6 FUEL TANK
41 NACELLE PICK-UP CONNECTIONS
42 FUEL PIPE CONNECTIONS
43 ELEVATOR SHROUDS
44 VENT VALVE CONNECTIONS
45 NACELLE PICK-UP CONNECTIONS
46 JET PIPE COWLING ATTACHMENTS
47 JET PIPE THERMO-COUPLES
48 REAR SPAR SHACKLES, FLYING CONTROL TUBES
49 FUEL LEVEL SWITCH AND SECONDARY PUMP, NO.6 TANK
50 A.R.I.5851 INSTALLATION
51 INTERCOMMUNICATION SOCKET (REARWARD TOWING)
52 DOWNWARD IDENTIFICATION LAMP
53 RUDDER POWER UNITS
54 FIN POST JOINT BOLTS
55 ELECTRICAL POWER COMPARTMENT
56 GROUND ELECTRICAL SUPPLY CONNECTIONS
57 BOMB BAY MECHANISM
58 ENGINE REAR DOORS
59 ENGINE CENTRE DOORS
60 ENGINE FORWARD DOORS
61 SERVICING POINTS, HYDRAULIC SYSTEM
62 REFUELLING CONNECTIONS
63 BOMB BAY MECHANISM
64 I.L.S. MARKER
65 I.L.S. AERIAL
66 A.M.U.
◀ 67 VENTILATED SUIT GROUND CONDITIONING CONNECTION
68 RADAR GROUND COOLING CONNECTION ▶
69 RADOME, H2S SCANNER
70 BRAKE PARACHUTE
71 JET PIPE THERMO-COUPLES
72 AERIALS, V.H.F. AND GEE
73 SPAR BOLTS
74 AERIAL DISH PAN
◀ 75 PROBE NITROGEN PURGE ▶
76 WINDSCREEN DE-ICING TANK
77 DESTRUCTOR UNIT STOWAGE
78 AIR CONDITIONING GROUND CONNECTION
79 EMERGENCY DEFUELLING

Introduction

1. This chapter contains information on the general servicing of the complete aircraft, servicing of the separate systems or components is given under their appropriate chapter headings in Sect.3 and 4 of this Book.

GROUND EQUIPMENT

2. Items of ground equipment, provided for handling or servicing the aircraft, are listed at the end of this chapter. They are arranged in two tables: Table 1 - Ground Equipment (handling and servicing equipment of both special and standard design provided for use with this aircraft), and Table 2 - the Flight Tool Kit. These tables contain no items that are normally included in the relevant Appendix 'A' nor standard equipment normally provided for purposes not confined to aircraft servicing.

ACCESS PANELS

3. Removable access panels and servicing doors are provided throughout the aircraft, the position of such panels is shown in fig.1.

DRAINAGE HOLES

4. Drainage holes, which must be kept clear at all times, are located in the underside of each flying control surface, in the jet pipe lower fairings and in the fuselage nose immediately forward of the front pressure bulkhead. Their locations are shown in fig.8.

ORDER OF DISMANTLING

5. The suggested sequence of dismantling an aircraft is given herewith, and detailed information on the removal of individual components is given in the appropriate chapters in Sect.3 and 4 of this book as stated. The sections of the aircraft are shown in fig.2.

(1)	Jet pipes and engines	Sect.4, Chap.1
(2)	Alighting gear	Sect.3, Chap.5
(3)	Nose section	Sect.3, Chap.1
(4)	Canopy	Sect.3, Chap.1
(5)	Front fuselage	Sect.3, Chap.1
(6)	Rudder	Sect.3, Chap.3
(7)	Fin cap	Sect.3, Chap.3
(8)	Fin	Sect.3, Chap.3
(9)	Rear radome (if fitted)	Sect.6, Chap.2
(10)	Rear fuselage	Sect.3, Chap.1
(11)	Ailerons and elevators	Sect.3, Chap.2
(12)	Port and starboard sides of the main-plane	Refer to Vol.6

TRESTLING SECTIONS OF AIRCRAFT

6. The sections of the aircraft are trestled as shown in fig.4.

COMPONENT WEIGHTS AND DIMENSIONS

7. The weights and dimensions of the various components are given in the key to fig.3.

JACKING PROCEDURE

WARNING . . .

It is of vital importance, when four jacks are being used, that they are raised evenly and simultaneously, otherwise serious damage may result to the structure.

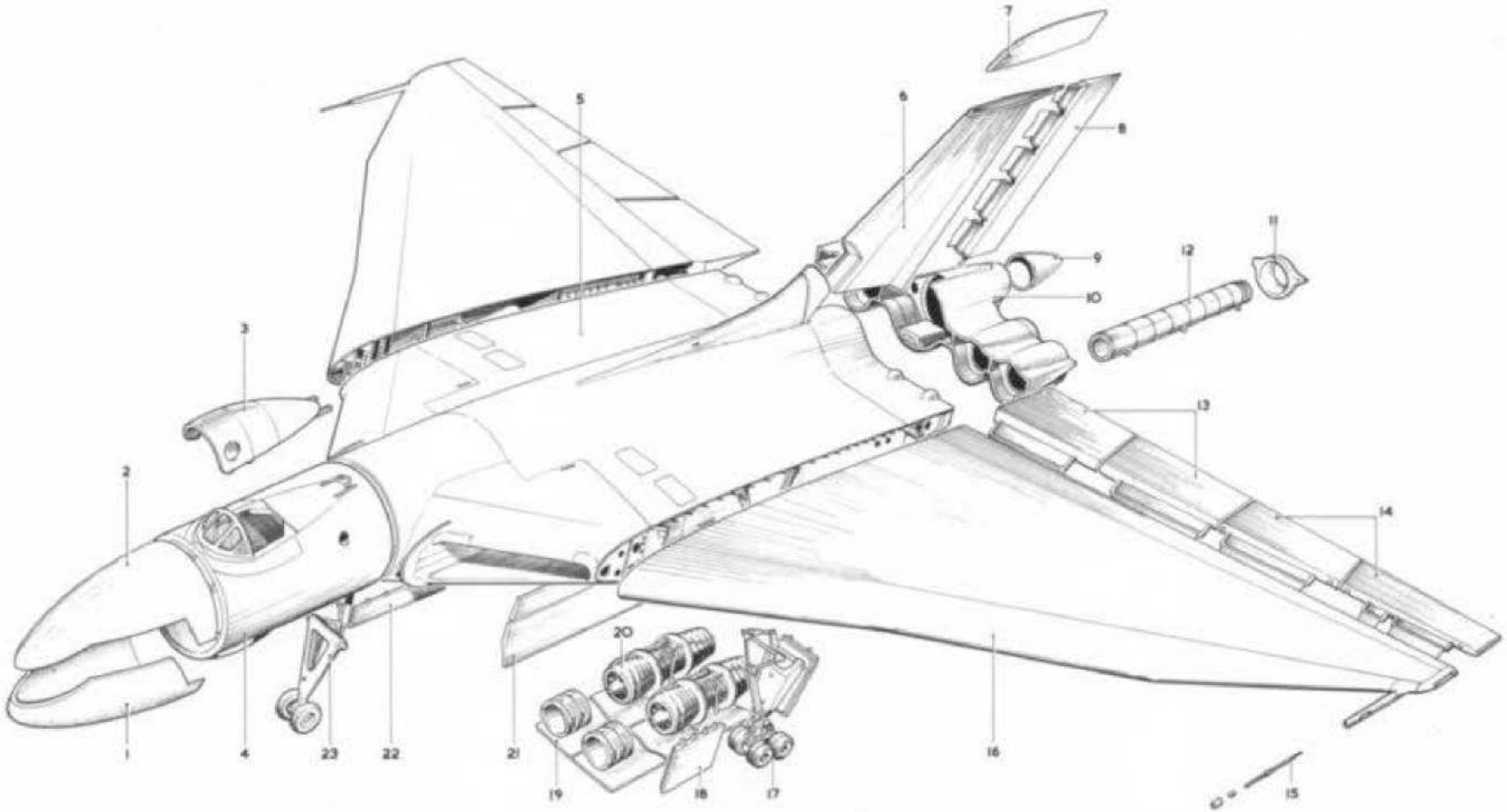
General

8. The complete aircraft is jacked for rigging checks or retraction tests, using 25-ton jacks at the four positions on the centre section as indicated in fig.5. The alternative jacking positions shown on this illustration can be used when the main jacking positions are inaccessible, for example, when a second lift has to be made during salvage operations; the fuel tanks, however, must be empty when the alternative points are used. At the centre-section positions, screwed panels are removed to gain access to the jacking point beams. Cup-shaped removable jacking pads (Ref.No.26DC/95063) are attached to the jacking points by a captive screw in the centre of the pads. When the pads are attached, check that the captive screw is tight into the pad. If the screw head is proud of the pad surface, pressure from the jack head will strip the screw threads. A levelling plate, complete with plumb line (Ref.No.26DC/95028), is required when levelling the aircraft for retraction tests. During rigging operations a sighting rod (Ref.No.26DC/95036) and a dumpy level (Ref.No.26DC/95089) are also required.

9. When the aircraft is jacked, the engine bay doors must not be opened unless a supporting former (Ref.No. 26DC/95005) and a universal jacking trestle No.18 (Ref.No.4G/-), are positioned below the aircraft nose section, and jury struts are positioned in the main-wheel bays as illustrated in Sect.2, Chap.1.

Levelling plate

10. As an aid to correct jacking of the aircraft, a levelling plate (Ref.No.26DC/95028), and a plumb line are provided. The tool consists of a flat plate with a captive screw at each end and, in the centre, an engraved star plate; adjacent to the screw, on the port side of the tool, is a locating peg. The star plate is engraved



1	NOSE RADOME	SECT. 3, CHAP. 1	* 9	REAR RADOME	SECT. 6, CHAP. 2	17	MAINWHEEL UNITS	SECT. 3, CHAP. 5
2	NOSE FAIRING	SECT. 3, CHAP. 1	10	REAR FUSELAGE	SECT. 3, CHAP. 1	18	MAINWHEEL DOORS	SECT. 3, CHAP. 5
3	CANOPY	SECT. 3, CHAP. 1	11	JET PIPE END CAP	SECT. 4, CHAP. 1	19	ENGINE BAY DOORS	SECT. 4, CHAP. 1
4	FRONT FUSELAGE	SECT. 3, CHAP. 1	12	JET PIPE	SECT. 4, CHAP. 1	20	ENGINES	SECT. 4, CHAP. 1
5	CENTRE SECTION	SECT. 3, CHAP. 2	13	ELEVATOR	SECT. 3, CHAP. 2	21	BOMB BAY DOORS	SECT. 3, CHAP. 1
6	FIN	SECT. 3, CHAP. 3	14	AILERON	SECT. 3, CHAP. 2	22	NOSEWHEEL DOORS	SECT. 3, CHAP. 5
7	FIN CAP	SECT. 3, CHAP. 3	15	PITOT HEAD	SECT. 5, CHAP. 2	23	NOSEWHEEL UNIT	SECT. 3, CHAP. 5
8	RUDDER	SECT. 3, CHAP. 3	16	WING	SECT. 3, CHAP. 2			

* AT PRESENT A METAL FAIRING IS FITTED. THIS WILL ULTIMATELY BE REPLACED BY THE RADOME

Fig. 2. Sections of aircraft

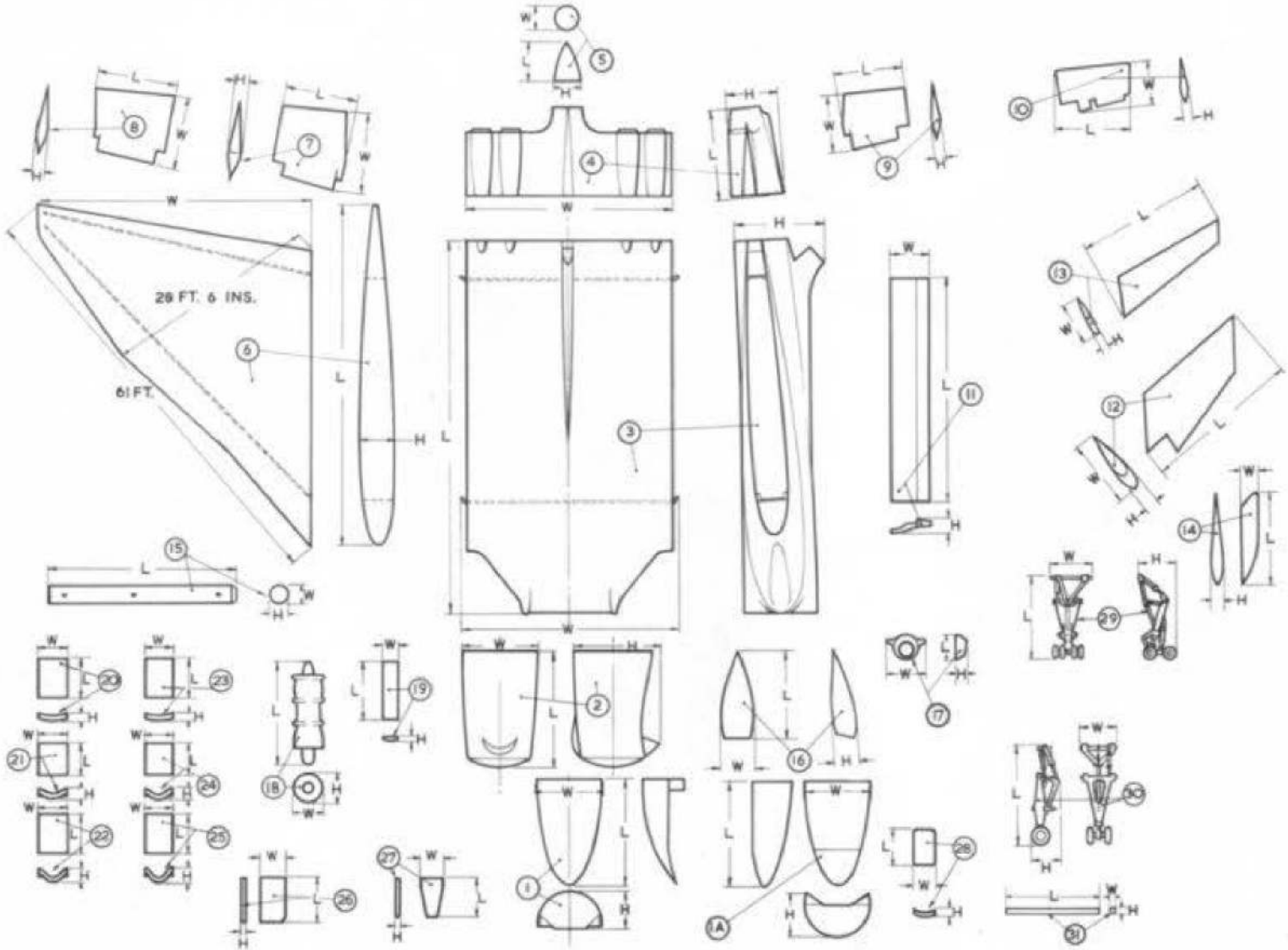


Fig. 3. Component weights and dimensions.

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KEY TO FIG.3

COMPONENTS WEIGHTS AND DIMENSIONS

Item	Component	Length (ft.)	Width (ft.)	Height (ft.)	Structure tare weight (lb.)	
1	NOSE (upper portion - metal)	13·5	8·75	4·25	218	
1A	NOSE (lower portion - composite)	13·5	8·75	5·5	359	
2	FRONT FUSELAGE	16·75	9·2	10·25	2,191	*
3	CENTRE SECTION	52·85	28·85	12·0	17,284	*
4	REAR FUSELAGE	9·0	27·25	6·0	999	
5	TAIL FAIRING	5·0	3·0	3·0	86	
6	WING - port	50·0	35·0	5·0	6,177	*
	WING - starboard	50·0	35·0	5·0	6,158	
7	ELEVATOR - inboard	9·5	10·75	1·66	332	
8	ELEVATOR - outboard	10·5	10·0	1·5	334	
9	AILERON - inboard	7·66	7·2	1·1	202	
10	AILERON - outboard	10·0	5·25	1·0	246	
11	BOMB DOOR (each)	29·25	5·2	0·66	713	
12	FIN	21·0	10·0	2·0	1,036	
13	RUDDER	18·5	7·0	1·2	367	
14	FIN CAP	11·5	2·25	1·0	82	
15	JET PIPE (each)	21·0	2·5	2·5	380	
16	CANOPY	10·5	4·66	1·4	231	
17	JET PIPE CAP	3·0	5·0	1·4	28	
18	ENGINE (including oil and starter)					
	OLYMPUS 101	13·5	3·45	4·1	3,902	
	OLYMPUS 102	13·8	3·45	4·1	4,060	
	OLYMPUS 104	13·8	3·45	4·1	4,126	
19	NOSE-WHEEL DOOR	9·5	1·75	0·33	47	
20	ENGINE DOOR FORWARD, inboard	5·5	4·0	0·33	43	
21	ENGINE DOOR CENTRE, inboard	5·0	4·0	1·0	55	
22	ENGINE DOOR REAR, inboard	6·25	4·0	1·0	58	
23	ENGINE DOOR FORWARD, outboard	5·6	4·0	0·66	45	
24	ENGINE DOOR CENTRE, outboard	5·0	4·0	1·0	53	
25	ENGINE DOOR REAR, outboard	6·25	4·0	1·1	60	
26	MAIN-WHEEL DOOR	6·5	4·75	0·5	117	
27	FAIRING - MAIN-WHEEL UNIT	5·2	3·4	·27		
28	MAIN ENTRANCE DOOR	5·0	2·75	1·0	97	
29	MAIN-WHEEL UNIT (each)	12·66	5·0	6·0	2,480	
30	NOSE-WHEEL UNIT	13·25	3·5	3·15	941	
31	REFUELLING PROBE	9·7	0·5	0·5	38	

* Less doors, canopy and other items shown separately

to indicate the amount, in inches, that the corresponding jack or jacks have to be moved in an upward direction.

11. When in use, the plate is fitted transversely in tapped holes, which are normally plugged, at the forward end of the crew's floor and the plumb line is suspended from a bracket near the canopy roof and immediately above the star plate.

Jacking for retraction tests

12. When the aircraft is jacked for retraction tests, it is important that the lower (rear) wheels of the bogie are at least six and a half inches clear of the ground, since, on retraction, the trail angle of the wheel bogie is considerably increased. Wing trestles are to be fitted at ribs 702·186 port and starboard for retraction tests. The sequence of jacking operations is given in the following paragraph.

Jacking complete aircraft

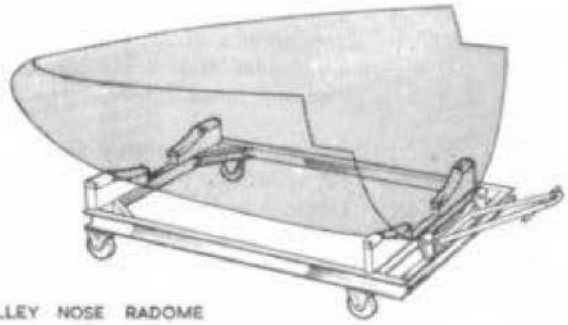
13. The aircraft is to be jacked laterally and longitudinally level for rigging or retraction tests. The sequence of jacking operations is as follows:-

(1) Position the levelling plate and plumb line (para.11).

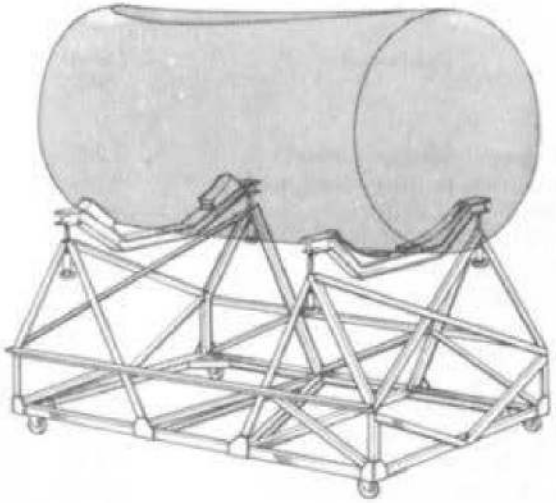
(2) Remove the screwed access panels from the four positions in the centre section and attach the jacking pads by their centrally disposed screws to the jacking points. The jacking pads are stowed at the forward end of the transport rib port and starboard.

(3) Place a 25-ton jack under each jacking pad, the type of jack to be used and the requisite adapter are listed in Table 1.

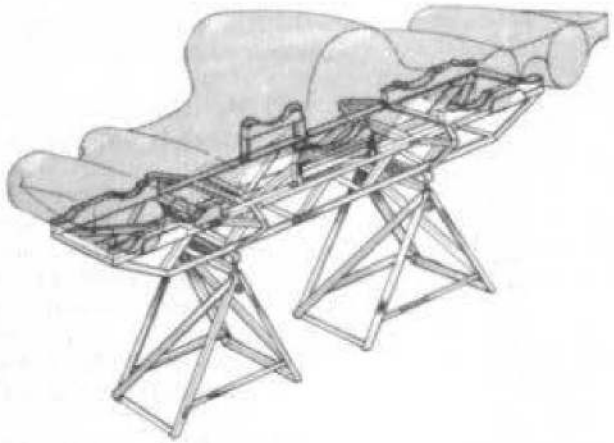
NOTE . . .
The centre section jacks must be



TROLLEY NOSE RADOME



TROLLEY CREW'S NACELLE



TROLLEY REAR FUSELAGE

TROLLEY WING, PORT OR STARBOARD

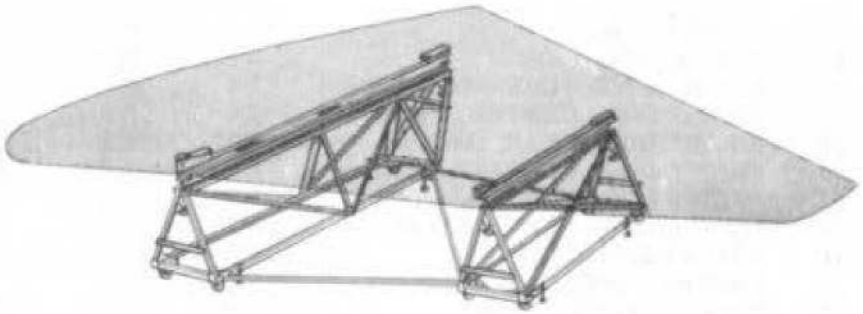


Fig. 4 Trestling sections of aircraft
(Mod No. 1474)

RESTRICTED

NOTE . . .
positioned with the jack body vertical and with the trailing legs parallel to the lateral axis of the aircraft.

(4) Operate the jacks slowly and simultaneously to ensure equal distribution of loading.

(5) Check the level of the aircraft, laterally and longitudinally, on the levelling plate in the crew's compartment and adjust the jacks as required. Note that the graduations on the star plate indicate the amount, in inches, that the jacks are to be raised.

(6) Place the former, wing rib, (Ref.No.26DC/95022) with U.J.T. No.16 at wing rib 702.186 port and starboard (wing trestles are not to be fitted for rigging checks).

(7) Before the engine doors are opened, place the former, nose supporting (Ref.No.26DC/95005), and U.J.T. No.18 at the red line marked on the nose section, and fit jury struts across the main-wheel bays. Note however, that for retraction tests when jury struts are not fitted, No.3 engine front and centre doors may be left open to give access to the hydraulic charging valve, provided the bomb doors and No.4 engine doors are closed.

NOTE . . .
(1) When pre-Mod.1280 aircraft are jacked, the relief screw in the recuperator valve (at the upper end of the main-wheel shock-absorber) must be screwed out so that, when the aircraft is lowered, pressure can build up in the shock-absorber. After lowering the aircraft the relief screw must be screwed in so that the recuperator valve can open, if required, after take-off.

(2) On aircraft post-Mod.1280 the recuperator valve relief screw is deleted and the valve is opened by hydraulic pressure when undercarriage UP is selected.

RIGGING OF FIXED SURFACES

14. The main plane and fin are fixed cantilever structures which are rigged when correctly assembled to the fuselage, adjustment is, therefore impossible. The incidence and dihedral should be checked, however, in the manner described in subsequent paragraphs, after the aircraft has been assembled or whenever it is necessary to verify that the components are true.

15. A sighting rod and a dumpy level along with a tripod are required during rigging operations. The location points for the sighting rod, which consist of cup-shaped fixtures in the lower surface of the aircraft, are shown in fig.6. The sighting rod, which is spring-loaded, is positioned at the location points on the aircraft in the following manner:-

(1) Place the rod in a vertical position below the aircraft location point which is being checked.

(2) Release the sighting rod thumbscrew.

(3) Place one foot on the step at the lower end of the rod and compress the spring loading approximately three inches.

(4) Whilst the rod is held in position (3) raise the upper portion until the ball end engages in the aircraft socket, tighten the thumbscrew and then remove the foot from the step.

(5) Gently tap, as necessary, on the base of the rod until the plumb line indicates that the rod is exactly level.

The dumpy level consists of a platform which screws on to a tripod and the sighting portion consists of a tube in which the lens and graticule are housed. To set the level proceed as follows:-

(1) When the instrument has been screwed firmly on to the tripod, level the circular bubble by adjusting the three levelling screws on the platform.

(2) Revolve the screw-focusing eyepiece until the diaphragm lines are clear and distinct, then point the telescope towards the sighting rod and focus with the milled head on the right-hand side of the telescope.

(3) Bring the main bubble in the tubular level to the centre of its run, by using the micrometer screw (at the rear and below the telescope mounting.

(4) Check that the axis of rotation is exactly vertical. To do this, turn the instrument so that the bubble tube is parallel to the line joining the two foot-screws. Tilt the adjusting screw until the main bubble is level. Reverse the instrument through 180 deg. and, if the bubble is no longer in the centre of its run, correct half the discrepancy by moving one of the two foot-screws, and the remainder by tilting the adjusting screw. Next, turn through 90 deg. and adjust the third foot screw to bring the bubble level. Repeat the whole procedure until the adjustment is exact.

RIGGING POSITION AND LEVELLING

16. To check the main plane incidence and dihedral, the aircraft must be jacked

in the rigging position, i.e., laterally and longitudinally level. The method of jacking is given in para.13. To check for centre section twist, proceed as follows:-

(1) Ensure by reference to the star plate in the crew's compartment that the aircraft is in the correct rigging position.

NOTE . . .
The plumb line must be over the centre of the star plate.

(2) Place the dumpy level and tripod in position below, and at the centre of, the bomb bay (fig.6), with the dumpy level sight approximately 4 ft.6 in. from the ground. Level the sight and traverse the instrument to ensure that the sighting rod can be seen when held temporarily at any of the four location points on the transport ribs of the centre section and at all rigging points on both wings.

(3) Remove the screwed plugs from the centre section locating points.

(4) Place the pointed end of the sighting rod vertically, at the rear location point on the port transport rib; this location is now referred to as the 'zero point'. Take a reading through the dumpy level and record the reading.

(5) Place the sighting rod at the rear location point on the starboard transport rib and again record the reading.

(6) Place the sighting rod at the port forward location point and record the reading.

(7) Repeat (6) at the starboard forward location point.

17. From the figures recorded during the foregoing operations, the accuracy of the centre section alignment can be checked. There should be no difference in height between the port and starboard rear location points. Similarly, there should be no difference between the two forward points. A difference of 20·273 in. should be recorded between the rear and the forward location points on the port transport rib and a similar difference between the location points on the starboard transport rib.

18. Before the incidence or the dihedral is checked, any twist existing in the main plane centre section must be eliminated by adjustment of the jacks. The method to be used is as follows:-

(1) Adjust the rear jacks, if necessary, until there is no difference in height between the two rear location points.

(2) Adjust the forward jacks, if necessary, until the difference in height between the front and rear location points on the port transport rib is exactly 20·273 inches.

(3) Check that the difference in height between the front and rear location points on the starboard transport rib is 20·273 inches. Finally, check there is no difference in height between the forward port and forward starboard location points.

INCIDENCE CHECKS

19. The aircraft incidence is checked, with the fuel tanks empty, by the following methods:-

(1) Ensure that the aircraft is jacked in the rigging position (para.16) and that the centre section is level (para.18).

(2) With the dumpy level positioned as in para.16, sub-para.2, traverse the level and ensure that the sighting rod location points are not obscured by the jacks, alighting gear, etc. Reposition and level the dumpy level as necessary.

(3) Remove the plugs from the location points (their positions are shown on fig.6).

(4) Place the sighting rod at the starboard 'zero point' and record the reading.

(5) Position the rod at each successive rib position along the starboard front and rear spars and record the readings.

(6) Repeat (4) and (5) on the port side of the main plane.

(7) The incidence is correct if the difference in heights recorded are as follows:-

Between points B and G	16·794±0·053 in.
Between points C and F	12·551±0·132 in.
Between points D and E	4·915±0·106 in.

NOTE . . .
The tolerances are based on a progressively increasing allowance up to 0 deg.8 min. at points D and E in each main plane. The maximum twist tolerance from wing tip to wing tip, port and starboard, must not exceed 0 deg. 20 min.

DIHEDRAL CHECKS

20. With the readings recorded for the incidence checks, the dihedral may be interpolated. If the dihedral is correct, i.e., 0 deg., the following difference in readings should be obtained:-

At the rear spar:-	
Points A (zero point) - B	0·276 in.
Points A - C	0·064 in.
Points A - D	0·547 in.
At the front spar:-	
Points A (zero point) - H	20·273 in.
Points A - G	16·518 in.
Points A - F	12·487 in.
Points A - E	5·462 in.

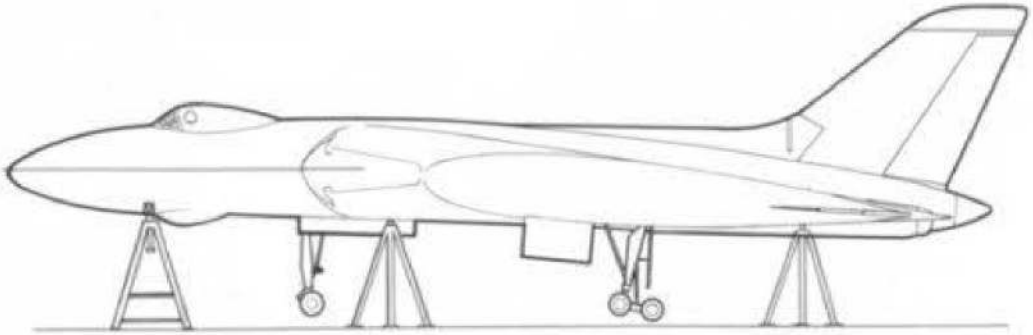
These figures only apply when the checks have been made on an unloaded aircraft with empty fuel tanks.

FIN VERTICALITY CHECK

21. The method of checking the fin verticality is given on fig.7.

AIRCRAFT CLEANING

22. Cleaning of aircraft should conform to specification D.T.D.445A.



WARNING

IT IS IMPORTANT THAT THE JACKS ARE RAISED EVENLY AND SIMULTANEOUSLY TO ENSURE EQUAL DISTRIBUTION OF LOADING

THE COMPLETE AIRCRAFT IS TO BE JACKED AT THE POSITIONS INDICATED THUS .....

SECONDARY JACKING POSITIONS WHICH MAY BE USED WHEN THE MAIN POSITIONS ARE INACCESSIBLE ARE INDICATED THUS .....

EQUIPMENT CONSISTS OF:

TRESTLE MK.2	REF. 4Q/2612
JACK BODY	REF. 4Q/2610
ADAPTER HEAD MK.107	REF. 4Q/2654
PADS, JACKING	REF. 26DC/95063
* FORMER, NOSE SUPPORTING-	REF. 26DC/95005
* TRESTLE, U.J. No.18	REF. 4G/-

NOTE

ITEMS ANNOTATED WITH AN ASTERISK ARE ONLY REQUIRED WHEN ALL ENGINE DOORS ARE OPENED THE ENGINE CENTRE DOORS MAY BE OPENED WITHOUT THESE ITEMS IN POSITION

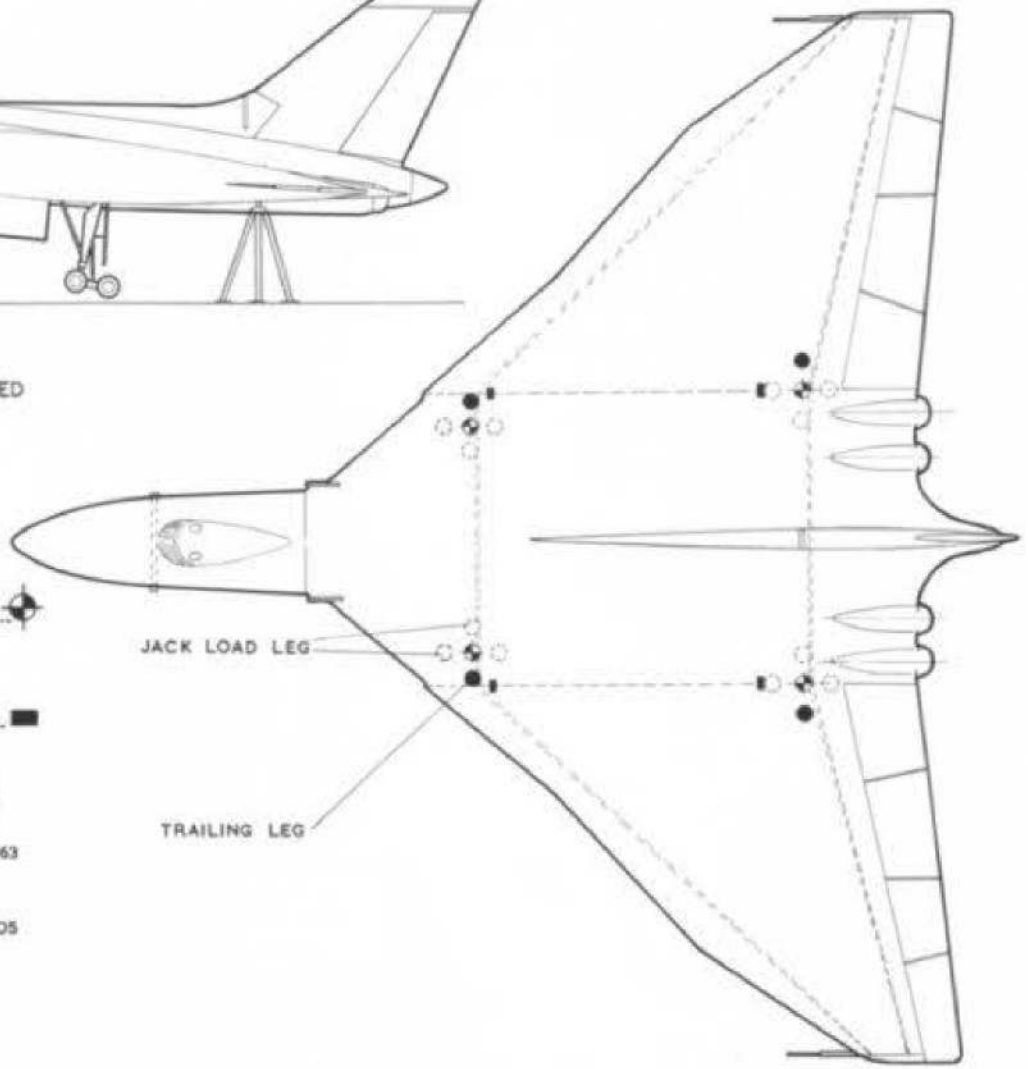
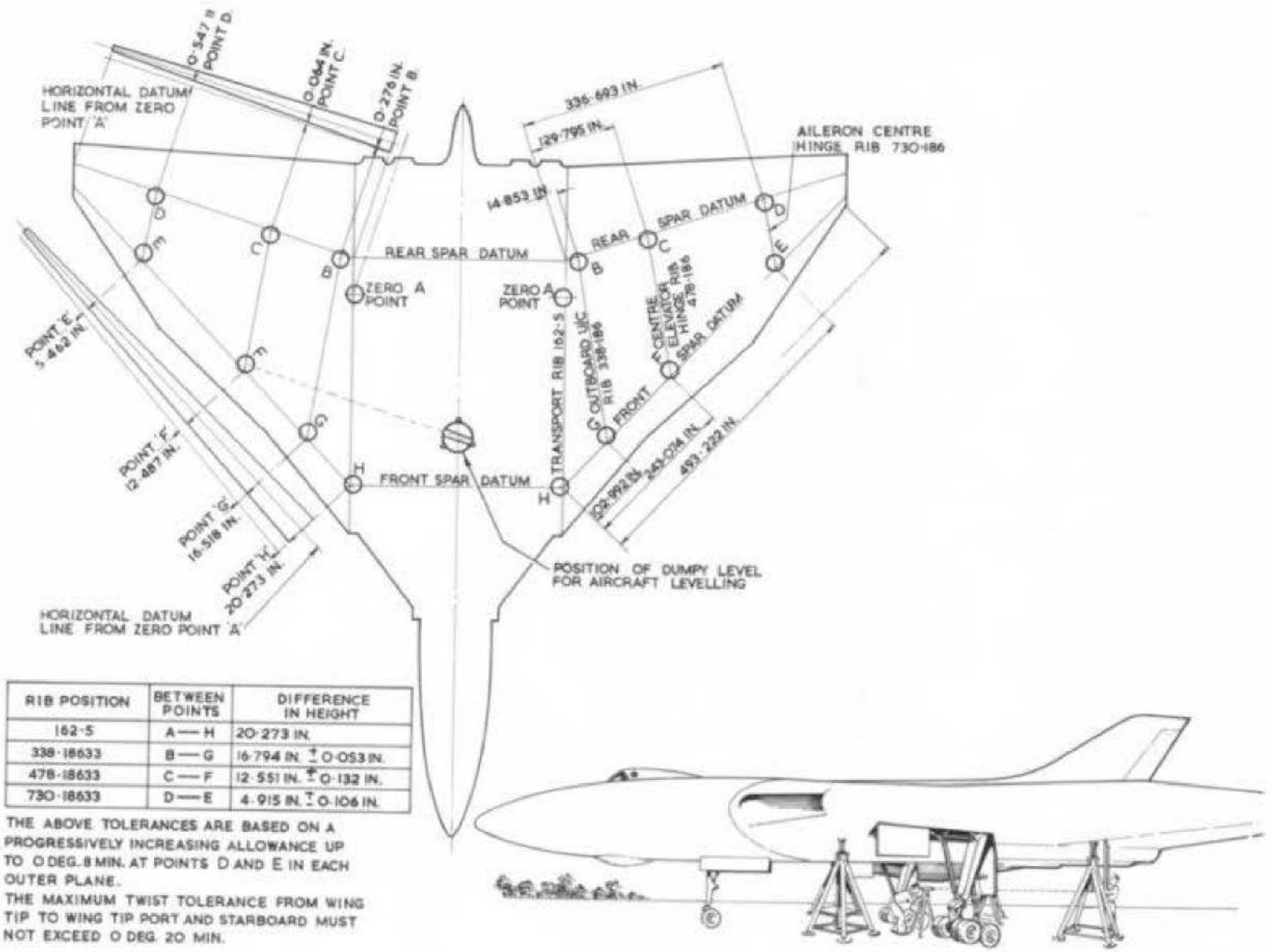


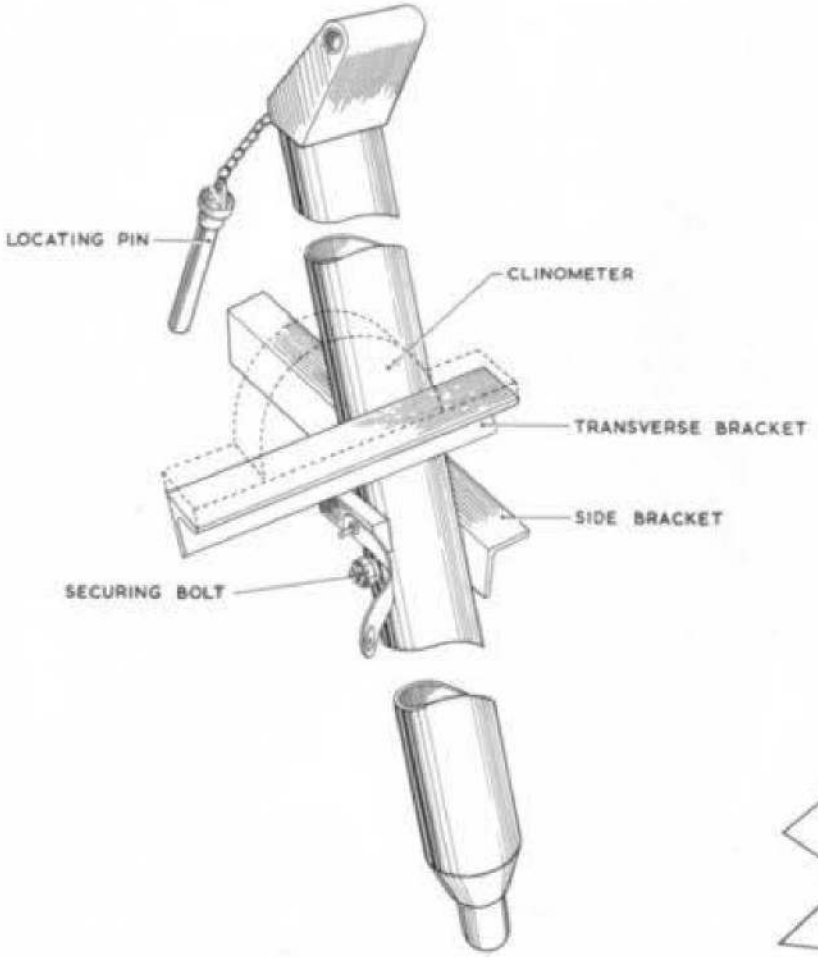
Fig. 5. Jacking complete aircraft.



RIB POSITION	BETWEEN POINTS	DIFFERENCE IN HEIGHT
162·5	A — H	20·273 IN.
338·18633	B — G	16·794 IN. ± 0·053 IN.
478·18633	C — F	12·551 IN. ± 0·132 IN.
730·18633	D — E	4·915 IN. ± 0·106 IN.

THE ABOVE TOLERANCES ARE BASED ON A PROGRESSIVELY INCREASING ALLOWANCE UP TO 0 DEG. 8 MIN. AT POINTS D AND E IN EACH OUTER PLANE.
THE MAXIMUM TWIST TOLERANCE FROM WING TIP TO WING TIP PORT AND STARBOARD MUST NOT EXCEED 0 DEG. 20 MIN.

Fig. 6. Rigging of complete aircraft



FIN VERTICALITY CHECK

To check the fin verticality, proceed as follows :—

(1) Ensure that the side bracket is correctly set ; i.e., pressing firmly against the stop on the centre tube ; if necessary, tighten the securing bolts.

(2) Remove the locating pin at the upper end of the tool.

(3) Insert the plug end of the tool into the bottom hinge bracket on the fin post.

(4) Secure the tool in position by passing the locating pin through the centre hinge bracket and into the tool.

(5) Place a clinometer on the side bracket. The reading should be 0 deg. ± 15 min. if the fore-and-aft hinge line is correct.

(6) Now place the clinometer on the transverse bracket ; if the verticality is correct, the reading should be 0 deg. ± 15 min.

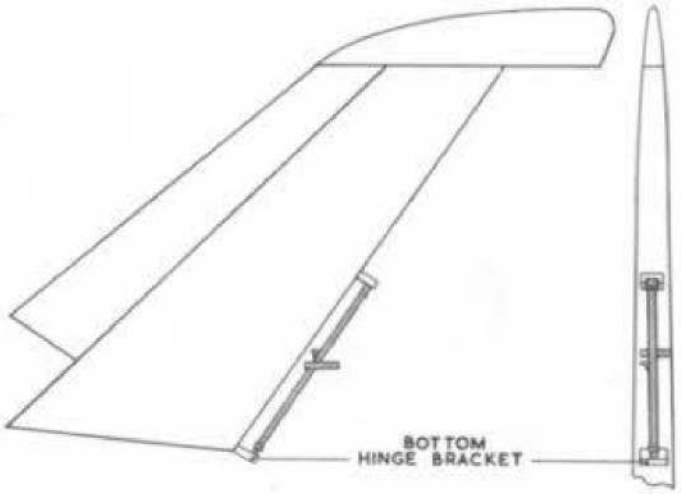


Fig 7. Fin verticality check

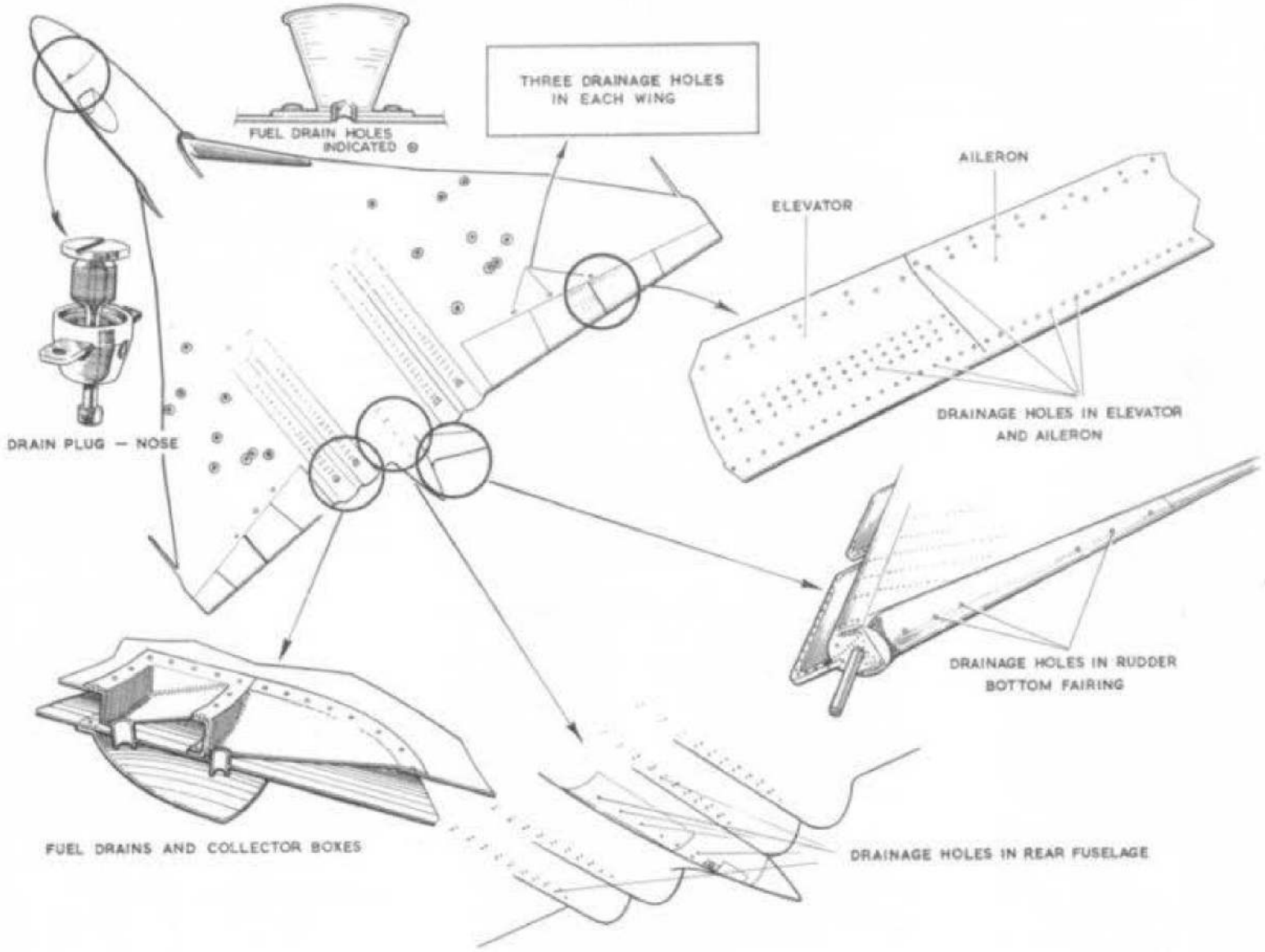


Fig. 8. Drainage holes.

TABLE 1

LIST OF GROUND SERVICING EQUIPMENT

Ref.No.	Part No.	Description	Application
		ENGINE/E.C.U. EQUIPMENT	
4GC/5640	FB202287	Sling, engine	Workshop use
4GC/5625	-	Sling	For lifting 40B/1141
4G/5570	-	Trolley	E.C.U. servicing
4G/5571	-	Adapters	For use with 4G/5570
40B/1141	-	Stand	Transit/servicing E.C.U.
4G/5971	-	Adapter sets	For use with 40B/1141
26DC/95067	U.1104	Stand	Jet pipe
26DC/95120	U.1240	Trolley, low	Jet pipe installation
26DC/95370	U.1606	Trolley, high	Jet pipe installation
26DC/95146	U.1255	Sling	Jet pipe
26DC/95266	U.1579	◀ Hoist 3,000 lb. ▶	Engine installation/removal
26DC/95068	U.1153	Hoist 1,800 lb.	Alternative to 26DC/95266
36AC/1533	B114602	Guard, rear bellows	Fitted to joint bellows prior to removal of E.C.U. from A/C.
36AC/1534	B114603	Guard, front bellows	Fitted to joint bellows prior to removal of E.C.U. from A/C.
26DC/95375	U.1388	Eyebolt	Spectre slinging
		JACKING EQUIPMENT	
4Q/1309	-	Jack, pillar, hydraulic 8-ton	For nose-wheel changing
4Q/2663	-	Adapter head, Mk.104	
4Q/2610	-	Jack, hydraulic 25-ton	For main plane jacking
4Q/2612	-	Trestle legs, Mk.2	
4Q/2654	-	Adapter head, Mk.107	
4Q/2611	-	Trestle legs, Mk.1	Replaces item 4Q/2654 for A/C with burst tyre or deflated oleo strut
4Q/2657	-	Jack, pillar, hydraulic 15-ton	Main-wheel changing
4Q/2663	-	Adapter head, Mk.104	
4Q/2666	-	Trolley, transporter	
26DC/95064	U.1141	Bracket, jacking main u/c front	
26DC/95065	U.1142	Bracket, jacking main u/c rear	
26DC/95005	U.1017	Former nose supporting	For aircraft jacked up with engine bay doors open
4G/-	-	Trestle U.J. No.18, with Type 'A' or 'B' brackets, less beam	
26DC/95022	◀ U.1015 ▶	Former wing rib 702·186	Outer wing steadying during retraction tests
4G/-	-	Trestle U.J. No.16	

TABLE 1 - continued

Ref.No.	Part No.	Description	Application
4Q/2614	-	Wheels, transportation fixed leg	Used on 4Q/2610
4Q/2615	-	Wheels, transportation trailing leg	
		RIGGING EQUIPMENT	
26DC/95028	Z7344	Plate levelling, c/w plumb line	Aircraft levelling
26DC/95033	Z7225	Jig, setting	Rudder to fin
26DC/95034	Z7245	Jig, setting	Fin verticality
26DC/95036	U1014	Rod, sighting	For incidence and dihedral checks
26DC/95089	U1221	Level, dumpy	
26DC/95163	Z8825	Gauge, setting, inner elevator	Port and starboard, rib 18
26DC/95164	Z8826	Gauge, setting, outer elevator	Port and starboard, rib 19
26DC/95165	Z8827	Gauge, setting, inner aileron	Port and starboard, rib 20
26DC/95166	Z8828	Gauge, setting, outer aileron	Port and starboard, rib 21
26DC/95249	Z9260	Setting tool, aileron and elevator	Control rigging
	Z8532	Bar, setting, rudder pedals	
		SLINGING EQUIPMENT	
26DC/95007	U1063	Sling	Crew's nacelle
26DC/95008	U1064	Sling, trolley	Rear fuselage
26DC/95009	U1139	Sling	Centre section port or starboard
26DC/95010	2/U1066	Sling	Main plane outer
26DC/95011	U1068	Sling	Fin
26DC/95012	U1069	Sling	Rudder
26DC/95013	U1072	Sling, elevators	Port and starboard inner sections
26DC/95014	U1073	Sling, elevators	Port and starboard outer sections
26DC/95018	U1084	Sling, ailerons	Port and starboard inner sections
26DC/95019	U1085	Sling, ailerons	Port and starboard outer sections
26DC/95055	3/U1066	Sling	Main plane inner
26DC/95070	U1181	Sling	Fin cap
26DC/95073	U1271	Sling	Bomb doors
26DC/95076	U1190	Sling	Generators, Olympus engine
26DC/95083	U1170	Hoist, radar units	Crew's nacelle
26DC/95091	U1220	Anchor, bracket, fixed nose portion	Radome hoisting
26DC/95093	U1182	Sling	Green Satin
26DC/95094	U1236	Sling, calculators	N.B.C., crews nacelle
26DC/95121	U1241	Sling	Radome hoisting
26DC/95147	U1267	Sling	Cabin air conditioning unit
26DC/95148	U1256	Sling	Dinghy pack
26DC/95189	U1589	Eyebolt	Canopy lifting
26DC/95228	U1319	Sling	For lifting bomb doors on to stand 26DC/95230

TABLE 1 - continued

Ref.No.	Part No.	Description	Application
		TOWING AND STEERING EQUIPMENT	
26DC/95000	U1012	Arm, towing	Nose-wheel unit
26DC/95001	U1013	Arm, steering	Nose-wheel unit
26DC/95002	U1233	Bridle, towing	Fore and aft, single u/c (set of two)
26DC/95003	U1232	Bridle, towing 'V' type	For rearward towing
		TRESTLING EQUIPMENT	
26DC/95027	U1093	Beam rail	Used with item 26DC/95026
4G/-	-	Trestle, U.J. No.8, C/W Type 'A' brackets	
		COMPONENT HANDLING EQUIPMENT	
26DC/95016	U1075	Frame, support, main u/c	Used with item 26DC/95149
26DC/95017	U1076	Frame, support, nose u/c	
26DC/95023	U1058	Trolley	Wing, port and starboard
26DC/95026	U1062	Trolley	Rear fuselage
26DC/95095	U1238	Trolley	'Green Satin'
26DC/95100	U1224	Trolley	Nose radome
26DC/95101	U1239	Trolley	Crew's nacelle air transportable
26DC/95149	U1242	Trolley	Main or nose u/c units
26DC/95150	U1262	Trolley	Air conditioning unit
26DC/95230	U1321	Stand	Bomb bay doors
		MISCELLANEOUS SPECIAL EQUIPMENT	
26DC/95037	U1524	Strut, jury	Actuators, aileron, port and starboard
26DC/95038	U1052	Strut, jury	Actuators, elevators, port and starboard
26DC/95039	U1053	Strut, jury	Actuators, rudder
26DC/95045	U1011	Strut, jury	Canopy
26DC/95082	Z7733	Cover	Bomb aimer's window
26DC/95090	AT81559	Jack, hydraulic	Bomb hoisting
4G/5965 or	-	Power pack	
4G/5966	-		
4G/5967	-	Hose assemblies	
26DC/95096	U1185	Gauge, test	Fuel pressurisation system
26DC/95151	Z7567	Connector	Engine oil drain
26DC/95152	U1264	Platform servicing	Power compartment rear section
26DC/95153	U1263	Platform servicing	Power compartment front section
26DC/95156	AT82012	Handle locking	Locking loaded bomb carriers in position
26DC/95159	Z8532	Bar setting	Setting rudder pedals prior to setting

TABLE 1 - continued

Ref.No.	Part No.	Description	Application
26DC/95167	U1280	Guard, jack rams	Main entrance door
26DC/95168	U1285	Cable, support	Ground electrical connections
26DC/95203	U1322	Bar, locking	Nose u/c picketing
26DC/95205	Z9113	Test panel, stabilised power pack	Fuel system electrics
26DC/95206	Z9102	Test panel, refuelling panels No. 36P and 37P	Fuel system electrics
6A/2729	-	Amplifier	Use with item 26DC/95206
-	U1663	Box, complete with compass swinging gear	
26DC/95238	U1527	Rod, sighting front	Compass swinging
26DC/95239	U1528	Rod, sighting rear	

STANDARD EQUIPMENT

6A/2697 or 6A/5845	-	Indicators, rate of climb	For cabin pressure test
6A/2729	-	Amplifier, fuel contents gauge	Servicing refuelling control panel
6A/3343	-	Gauge, pressure, 0-10 p.s.i.	For cabin pressure test
6A/3360	-	Indicators, airspeed	Servicing and test of artificial feel units
10A/12160	-	Headband, Type 'C'	For ground crew intercommunication
10A/12161	-	Earpieces	
10A/13466	-	Receiver, telephone head, Type 32	
10AH/1	-	Microphone, assembly, Type 63	
10H/4887	-	Connector, Type 2091	
10H/10991	-	Plugs, Type 119	For ground crew intercommunication
10H/14207	-	Socket, Type 453	
10H/20224	-	Plug, 8 pole, Type 964	
10HA/19	-	Earpieces, sockets, 8 pole, Type 811	
10HA/9328	-	Connector, Type 3572	
10HA/13158	-	Connector, miniature Type B.23/50F/9	
10HA/14841	-	Connector 10113/2	
22C/1390	-	Helmet, Type F	
22C/1393	-	Capsules, ear, left	
22C/1394	-	Capsules, ear, right	
10F/108	-	Switches, press to talk	
1B/N.I.V.	B.A.T.Y.AL17	Indicator, dial test	Servicing and testing of artificial feel units
1B/N.I.V.	B.A.T.Y.NO37	Back plates 2B.A. x ½ in.	
1B/4763		Indicator, dial test	
1C/6456	-	Set, tool countersinking	
6C/1210	-	Gauge, size	Oxygen, quick release couplings
6C/1325	-	Container	Fuel sample
6E/490	-	Magnet, bar	Compass pivot friction test

TABLE 1 - continued

Ref.No.	Part No.	Description	Application
26DC/95207	2/Z9103	Cable looms 453-460	Use with 26DC/95206
26DC/95208	3/Z9103	Cable looms 448-455	
26DC/95209	4/Z9103	Cable looms 447-454	
26DC/95210	5/Z9103	Cable looms 450-457	
26DC/95211	6/Z9103	Cable looms 451-458	
26DC/95212	7/Z9103	Cable looms 449-456	
26DC/95213	8/Z9103	Cable looms amplifier supply	
26DC/95214	9/Z9103	Cable looms power pack supply	
26DC/95237	10/Z9103	Cable looms 452-459	
	21/Z9103	Cable loom	
26DC/95215	U1339	Set, test, electrical	Air brakes
26DC/95216	U1340	Set, test, electrical	Fire warning, u/c's, nose-wheel steering, bomb bay doors and fuel system
26DC/95217	U1390	Set, test	Artificial feel units
26DC/95218	U1383	Set, test	Tank pressurisation panel
26DC/95235	U1329	Strap, servicing hose	Air conditioning trolley hose
26DC/95249	Z9260	Bar, setting	Setting, aileron/elevator controls prior to testing
26DC/95250	Z9114	Test panel Complete with:-	Sequence timer
26DC/95257	2/Z9151	Cable looms	
26DC/95252	3/Z9151	Cable looms	
26DC/95295	U1493	Cap, pressure release	External cabin depressurisation
26DC/95362	Z9729	Gauge, setting	Air brake flap, top
26DC/95363	Z9730	Gauge, setting	Air brake flap, bottom
26DC/95399	Z9893	Adapter	Bleeding brake foot motors
26DC/95359	U1588	Ladder	Servicing access, crews nacelle
26DC/95401	U1629	Carrier and linkages, test equipment Comprising of:-	For flying control function/deflection
26DC/95252	1/Z8764	Carrier aileron	
26DC/95426	1/Z9808	Linkage mechanism aileron	
26DC/95233	1/Z8814	Carrier elevator	
26DC/95427	1/Z9807	Linkage mechanism elevator	
26DC/95234	1/Z8816	Carrier rudder	
26DC/95439	1/Z9809	Linkage mechanism rudder	
26DC/95428	1/Z9947	Box	For carrier and linkage mechanism
26DC/95403	U1631	Equipment, test Comprising of:-	Flying control function
26DC/95247	1/U1379	Transmitter control column	
26DC/95248	1/U1380	Transmitter, rudder pedal, starboard	
26DC/95429	2/U1380	Transmitter, rudder pedal, port	
26DC/95430	1/Z9763	Recording unit	
26DC/95431	1/Z9506	Cockpit monitor unit	
26DC/95432	1/Z9507	Cable connecting	
26DC/95433	1/Z9508	Cable connecting	

TABLE 1 - continued

Ref.No.	Part No.	Description	Application
26DC/95434	1/Z9509	Cable connecting	Flying control function
26DC/95435	1/Z9510	Cable connecting	
26DC/95436	1/Z9511	Cable connecting	
26DC/95438	1/Z9810	Master traces	
26DC/9949	1/Z9949	Box, equipment	
6C/2138	-	Set, test, induction type	Pressure gauges
4F/3603	-	Trolley, hydraulic servicing Mk.3	
27F/3077	-	Connector	Probe test
4G/3845	-	Gauge, pressure, 0-40 p.s.i.	Bay servicing of water extractor
-	-	Rig, inhibiting	Olympus engines
4GB/778	-	Trestle, mainplane repairing	Cockpit canopy stowage servicing
5L/9951284	-	Lamps, filament M.E.S. 28V. 3·5W.	Servicing and testing artificial feel units
5Q/12435	-	Micro ammeter 0-200 micro. amp.	
12V/155	-	Set test	For aircraft used in bombing and/or training role
5CW/989	-	Switch, push time B No.2	Servicing and test of artificial feel units
5CW/5015	-	Switch, magnetic Type 9B No.2A	
5CW/6430	-	Switch, tumbler S.P. No.3	
5CW/6431	-	Switch, tumbler, S.P. c/o No.3	
5CW/6436	-	Switch, tumbler, D.P. No.3	
5CW/6437	-	Switch, tumbler, D.P. c/o No.3	
5CX/1552	-	Lamp, warning, green Type B	
5CX/1553	-	Lamp, warning, red, Type B	
10W/6253	-	Resistor, fixed type, A266 4·5 ohms	
10W/68996	-	Resistor, fixed type 10294 170 ohms	
10W/Z113308	-	Resistor, fixed 330 ohms	
10W/Z271401	-	Resistor, variable 25 ohms	
10W/Z271506	-	Resistor, variable 500 ohms	
27KC/1564	-	Rig, test	P.F.C. units
5Q/880	-	Voltmeter 0-150-volt	Checking 118-volt d.c. supply

A.M.S.E.C. SCALES

Ref.No.	Accessory	Description	Application
1A/4225	-	Balance, spring 0-30 lb.	
1A/4390	-	Balance, spring 0-10 lb.	
1A/4392	-	Balance, spring 0-100 lb.	
3A/3304 or 3A/3042	-	Equipment, crimping, hydraulic, Plessey type Equipment, crimping, hydraulic, Erma type	
3A/2831	-	Machine, sanding and polishing (pneumatic) Cengar Model	
4A/1757	-	Tank, component washing, large	
4A/2331	-	Cabinet, storage, low temperature, temperate model	
4A/2332	-	Cabinet, storage, low temperature, tropical model	
4C/1996	-	Cleaner, boot	

TABLE 1 - continued

Ref.No.	Accessory	Description	Application
4C/2634	–	Cabinet, test, flying clothing	
4D/1458	–	Bin, storage	
4D/2032	–	Truck, tubular steel	
4F/1693 or 4F/1783	–	Trolley, compressor, air, Type 'L' Mk.2 or 2A	
4F/1715 or 4F/1856	–	Trolley, instrument and autopilot testing	
4F/1787	–	Trolley, radar servicing Type E	
4F/1805	–	Trolley, servicing, pneumatic, L.P.	
4F/1840	–	Trolley, ground heating, non-toxic Mk.3	
–	4F/2414	Adapter	Use with 4F/1840
4F/1869 or 4F/2584 or 4F/2013 or 4F/2396	–	Trolley, air cooling and pressure cabin testing Mk.1 or Mk.3A	To provide cooled air for ground servicing of aircraft
		Trolley, air cooling and pressure cabin testing Mk.2	
4F/2396	–	Trolley, air cooling, Coolair Mk.5	
4F/3362	–	Trolley, air cooling Mk.5A	
4F/1869 or 4F/2584 or	–	Trolley, air cooling and pressure cabin testing, Mk.1 or Mk.3A	For pressure cabin testing
4F/2015 or	–	Trolley, air cooling and pressure cabin testing, Mk.2	
4F/2416 or	–	Trolley, pressure cabin testing (Pressair Mk.2)	
4F/2541	–	Trolley, pressure cabin testing (Godfrey R300 Mk.2)	
4F/1910	–	Trolley, transporter, 6.K.W., metal rectifier	
4F/1913	–	Trolley, electrical servicing, Mk.4	
4F/2061	–	Trolley, platform, aircraft servicing, G.P.	
–	4F/2298	Canopy, canvas	Use with 4F/2061
–	4F/2299	Support, canopy	
4F/2345 or 4F/2375	–	Trolley, servicing, hydraulic, Mk. 2B or 2C	
–	27Y/4313	Spanner, hook, 3/8 in. B.S.P. couplings	Use with 4F/2345 or 4F/2375
–	27Y/2366	Spanner, hook, ½ in. B.S.P. couplings	
–	27Y/2379	Spanner, hook, 5/8 in. B.S.P. couplings	
–	27Y/3563	Spanner, hook, ¾ in. B.S.P. couplings	
–	37J/8002	Pump, Dowty A8003Y/4000	
4F/2400 or 4F/2394 or	–	Trolley, electrical servicing and starting 12/50K.W.	
		Trolley, electrical servicing and starting 10/40K.W.	
4F/2401	–	Trolley, electrical servicing and starting (electrically driven) 12/50K.W.	
4F/2957	–	Trolley, paralleling 112-volt	
4G/1019	–	Tray, drip	

TABLE 1 - continued

Ref.No.	Accessory	Description	Application
4G/2169	-	Ladders, step 3 ft. 6 in.	
4G/2595	-	Gauge, pressure, 2-20 p.s.i.	
4G/2668	-	Trolley, bomb, Type F	
4G/3430	-	Set, test, hydraulic	
4G/3738	-	Ladder, flat top Type 'B'	
4G/3743	-	Pump, tyre inflating, Type 'B'	
4G/4042	-	Trolley, stowage, engine/P.P. cowlings	
4G/4169 or 4G/4519	- -	Cleaners, vacuum, heavy duty, Mk. 1A or 1B	
4G/4220	-	Trolley, oxygen charging, Mk.2	
4G/4229	-	Ladder, aircraft entrance	
4G/4272	-	Trolley, nitrogen charging	
4G/4342	-	Mats, main plane Type 'C'	
4G/5417	-	Mats, radome servicing	
4G/5418	-	Mats, radome servicing	
4G/4490	-	Transporter, bomb, airfield	
-	4G/5212	Cradle, bomb, 1,000 lb. septuple	Use with 4G/4490
-	11A/5334	Cover, protective, 1,000 lb. bomb carrier	
4G/4856	-	Plant defrosting, fluid spraying, power operated	
4G/5358	-	Can, fluid replenishing Mk.2	
-	4G/5644	Plate, identification, oil OX-38	Use with 4G/5358
-	4G/5643	Plate, identification, fluid de-icing A.L.8	
-	4G/5719	Half coupling	
4G/5371	-	Trolley, for replenishing can	
4G/5378	-	Can, fluid replenishing, pressurised 10 gallon	
-	27BA/8767	Nuts, tube	Use with 4G/5378
-	27BA/8760	Half coupling	
-	27BA/8794	Caps, blanking	
-	4G/5795	Adapter ½ in. male B.S.P. x 3/8 in. female B.S.P.	
-	4G/5905	Adapter, ½ in. male B.S.P. x ¼ in. female elbow B.S.P.	
4G/5420	-	Rig, test, linear actuator	
4G/5435	-	Pump, pressurised	
4G/5565 or 4G/5628	- -	Platform, aircraft servicing, mobile, Mk.1 or Mk.2	
4G/5572 or 4G/5682	- -	Bridge piece, Mk.1 or Mk.2	
4G/5566	-	Cleaner, vacuum, Dustette	
4G/5635	-	Separator, tyre, hydraulic	
-	4G/5671	Adapter, set	Use with 4G/5635
4G/5641	-	Ladder, aircraft servicing, Giraffe Type, Model AA Mk.2	
-	4G/5707	Ladder, extension, 4 ft.	Use with 4G/5641
-	4G/5709	Attachment brackets 1 set	
4G/5674	-	Ladder, aircraft servicing, Giraffe Type, Model D4	

TABLE 1 - continued

Ref.No.	Accessory	Description	Application
	4G/5708	Jib	Use with 4G/5674
	6F/282	Harness, safety	
4G/5724	-	Platform, elevating large	
4G/5791	-	Stand, servicing, bomb carrier	
4G/5874	-	Gauge, tyre, H.P.	
4G/5878	-	Rig, test, hydraulic components	
4G/5888	-	Trolley, H.P. air charging Mk.2B	
4G/5970	-	Inflator, tyre H.P. Mk.1	
4G/6246	-	Adapter, inflation, Mk.2	
	4G/3026	Gauge, pressure, 0-600 p.s.i.	Use with 4G/6246
	4G/3029	Gauge, pressure, 0-3500 p.s.i.	
4G/6103	-	Mats, main plane, large	
4GB/5890	-	Chocks, main wheels	
4GB/5891	-	Bars, locking, main wheel chocks	
4GB/5892	-	Chocks, nose wheels	
4GB/5893	-	Bars, locking, nose wheel	
4GC/5699	-	Hoist, A/C heavy components, 2½ cwt.	
4GC/5703	-	Hoist, A/C heavy components, 5 cwt.	
4GC/5752	-	Hoist, A/C heavy components, 10 cwt.	
4GC/5743	-	Handle, winch, 9 in.	
4GC/5443	-	Tube extension, 36 in.	
4GC/5444	-	Tube extension, 60 in.	
4GC/6117	-	Tube, extension, 72 in.	
4GC/5452	-	Tube, extension, 84 in.	
4GC/5429	-	Hook cable end	
4GC/5433	-	Ball, cable end	
4GC/5772	-	Ball, cable end 1½ in.	
4GC/5700	-	Top sheath, hook 2½ cwt.	
4GC/5736	-	Top sheath, hook, 5 cwt.	
4GC/6036	-	Top sheath, hook (non-swivel)	
4GC/5754	-	Top sheath, ball, 1½ in.	
4GC/5446	-	Sleeve, connecting, extension tube	
4GC/6242	-	Brackets, lifting, Type 551 generators	
4GC/6207	-	Sling, scanner	
4K/2901	-	Apparatus, fuel tank servicing	
5A/1901-2 or	-	Blower, air, portable, Type A	
5A/4124	-	Blower, air, portable, Type D	
	5A/4305	Nozzle	Use with 5A/4124
5A/3859 or	-	Torch, electric, hand, probe illuminator, Type A	
5A/4310	-	Torch, electric, hand, probe illuminator, Type C	
5A/4149	-	Floodlight, flameproof, floor type	
5A/4176	-	Stand, electrical power distribution	
5A/4352	-	Light, headband, flameproof	
	5A/4360	Key, special dismantling	Use with 5A/4352

TABLE 1 - continued

Ref.No.	Accessory	Description	Application
5A/4388 or 5A/4682	-	Lamp, inspection, flameproof, Type H or J	
5A/4681	-	Hook attachment	
5G/560	-	Indicator, cocking test, 7 way	
	5J/9101806	Batteries, alkaline, 2·4-volt	Use with 5G/560
	5CY/591	Sockets, Type C No.1 Mk.1	
	10H/Z560181	Sockets, free, male, shell, Mk.4	
	10H/Z560361	Plugs, free, male, shell, Mk.4	
5G/564	-	Tester, inverter	
5G/565	-	Panel, inductive electrical loading	
5G/2923	-	Tester, store, mobile	
5G/2924	-	Tester, generator, mains operated, 6 Kw., Mk.5D	
	5G/2925	Panel testing	Use with 5G/2924
5G/2998	-	Adapter, electrical servicing, short	
5G/3197	-	Set, test, portable, bomb circuit	
5G/3199	-	Set, test, minor - explosion protection installations	
5G/3200	-	Set, test, major - explosion protection installations	
5G/3204	-	Set, test, Type GE.2230 - jet pipe temperature control systems	
	5J/3464	Battery, mercury, Type SKB.536, 4·5-volt	Use with 5G/3204
	5J/3465	Battery, mercury, Type SKB.544, 22·5-volt	
5G/3210	-	Indicator, phase rotation	
5G/3217	-	Decade resistance box - Tinsley Type 4231/LF2	
5G/3294	-	Set, test, fire detector, thermo-electric	
5G/9436234	-	Safety Ohm-meter, No.1 Mk.4	
5J/3323	-	Tester, battery leakage	
5P/3234 or 5P/2908	-	Rectifier, metal, transportable, Type 37 or 37A	
5P/3118 or 5P/3148	-	Set, generator 1·5 Kw., 112-volt, d.c.	
5P/3119 or 5P/3150	-	Set, generator, 3 Kw., 115-volt	
5P/3128 or 5P/3151	-	Set, generator, 7 Kw., 112-volt, d.c.	
5P/3132	-	Set, generator, 6 Kw., 28-volts, d.c.	
5P/3180	-	Rectifier, metal, transportable, 112-volt, d.c. Type 38	
5P/3354	-	Set, generator, 5 k.V.A. 200-volt	
5Q/38	-	Ammeter, tong test, 0-50, 0-100, 0-200 amps.	
5Q/154	-	Meter, frequency, 300-400-500 cycles	
5Q/155	-	Voltmeter, 15-0-15-volt	
5Q/181	-	Meter, frequency	
5Q/462 or 5Q/25256	-	Voltmeter, 0-150-volt, a.c.	

TABLE 1 - continued

Ref.No.	Accessory	Description	Application
5Q/25001	-	Safety Ohm-meter, N.1, Mk.1	
5Q/25513	-	Voltmeter, precision grade, 0-150-volt, portable	
5W/2667	-	Actuator, rotary-travel setting rigs	
6B/9101001 or	-	Watch, stop, G.S.	
6B/117 or	-		
6B/221	-		
	6B/1456	Holder, watch	
6C/593	-	Collimator portable	
	6C/1373	Platform, collimator, Mk.1	Use with 6C/593
	6C/1650	Periscope, dummy	
6C/684	-	Chamber, vacuum, Mk.6	
6C/790	-	Table, test, gyro instrument, Mk.4	
	6C/863	Panel, mounting, adapters and case	Use with 6C/790
	6C/868	Adapters, suction	
6C/795	-	Bath, thermometer testing, Mk.2	
6C/848	-	Set, test, G.M. compasses, Mk. 4B, 4F and 4FT	
6C/849	-	Set, test, pitot static systems	
	6C/1447	Reservoir, air	Use with 6C/849
6C/864		Set, test, Smith Waymouth fuel gauges, Type A	
	6C/1514	Adapter	Use with 6C/864
	6C/1610	Cable, double Pye, co-axial	
6C/966	-	Set, test, exhaust gas thermometer	
6C/994	-	Unit, test, A.D.R.I.S. equipment	
6C/1009	-	Test set, Zero reader flight director, Type Z.L.2	
6C/1503-11	-	Test bench cables, Zero reader flight director, Type Z.L.2	
6C/1042	-	Stand, test, Mk.2 oxygen regulators	
	6C/1166	Tester, flow, rotameter	Use with 6C/1042
6C/1130	-	Calibrator, pressure gauge Mk.3	
6C/1155	-	Tester, differential pressure	
	6C/1455	Chamber, differential pressure, Mk.1	Use with 6C/1155
	6C/1649	Chamber, differential pressure, Mk.1A	
6C/1164	-	Boxes resistance Mk.2	
6C/1231	-	Adapter	For use with 6C/1869, calibrator tachometer Mk.2
6C/1232	-	Tester, drift input G.P.I. Mk.4 and Mk.4A	Testing automatic pilot Mk.10
6C/1241	-	Set, test, fuel flowmeter, Mk.3	
6C/1265	-	Datum compass, c/w transit case	
	6C/1516	Tripod	
6C/1308	-	Equipment test, oxygen pressure demand regulators	
	6C/475	Tester, flow, Mk.5A	
6C/1200	-	Set, test, No.1	
6C/1201	-	Set, test, No.2	
6C/1483	-	Rig, torque test	
6C/1206	-	Transformer, Variac	

TABLE 1 - continued

Ref.No.	Accessory	Description	Application
6C/1760	-	Transformer, 115/62·3-volt	Testing automatic pilot Mk.10
6C/1761	-	Transformer, 10-0-10-volt	
6C/1501	-	Table, surface, precision, rotary	
6C/1502	-	Stand, pedestal, surface table	
6C/1687	-	Fixture tilting, c/w adapter	
6C/2067	-	Transformer, 2-volt (use with 6C/1687)	
6C/1620	-	Protractor and pointer, pitch and bank	
6C/1680	-	Attachment, locking	
6C/1245 to	-		
6C/1264	-	Test bench cable set	
		Rig, test, Mk.2 cabin pressure control equipment Consisting of:-	
6C/1482	-	Stand, service	
6C/1481	-	Stand, altitude indicator	
6C/2120	-	Rig, leak test complete	
6C/1500	-	Stand, test, gyro bombsight	
6C/1522	-	Pump, vacuum, aneroid testing, c/w moisture trap	
	6C/1498	Valve, non-return	Use with 6C/1522
6C/1566	-	Table, test, gyro instrument, Mk.4A	
6C/1682	-	Indicator, gyro rotation, autostabiliser Mk.2	
6C/1812	-	Set, test, A.M.U. Mk.4B contactors	
6C/2001	-	Compressor, Mk.4 electric, portable	
6C/2002	-	Pump, hand, pitot/static system	
6C/1208	-	Set, test, No.2	
6C/2082	-	Set, test No.1,yaw/pitch system	
6C/2083	-	Set, test No.1, mach trim	
6C/2086	-	Set, test, No.2	
6C/2027	-	Compass, prismatic, pattern 2	
	6C/2028	Case, transit	Use with 6C/2027
	6C/2029	Tripod, pattern 41	
9/4589	-	Tester, bombsight	
10G/20001	-	Equipment, intercommunication, A/C servicing (Ultra Type 36)	
	10U/17229	Unit, loudspeaking, Type 10007	Use with 10G/20001
	10K/20203	Unit, power, (battery), Type 8997	
10S/1 or 10S/10610	-	Tester, Type F or D	
10S/16411	-	Multimeter, Type 1	
11A/4514	-	Tester, release unit, No.3, Mk.3	
	11A/4526	Gauge, checking	Use with 11A/4514
11A/4766	-	Tester, release unit	
27L/1050	-	Equipment, test, barometeric release units	

TABLE 1 - continued

Ref.No.	Accessory	Description	Application
		Stand servicing, A/C ejection seats Consisting of:-	
27L/1162	-	Stand, servicing ejection seat	
27L/1163	-	Adapters, Mk. 1, 2, and 3 ejection seats	
27L/1341	-	Set, test, ejection seat time mechanism	

TABLE 2

FLIGHT TOOL KIT

Ref.No.	Part No.	Description	Application
	Wheels and brakes - Dunlop parts		
26DC/95119	A10088	Extractor	Main wheel from axle
26DC/395118	A4793	Extractor	Nose wheel from axle
27G/5990	A10085	Fixture	Brake alignment
27G/5701	A.O.102213	Gauge	Pad wear (main-wheel brakes)
27G/5454	A.O.101027	Extractor	Brake piston
27G/5700	A.O.102216	Tool	Pad measuring (main-wheel brakes)
27A/3878	A.M.20318	Extractor	Tyre valve, main outer wheels
27G/5455	A.O.100006	Gauge	Tenon wear (main-wheel brakes)
27G/5457	A.O.101085	Key spanner	
27G/5458	A.O.101086	Bar, key spanner	Main-wheel brake pistons
27G/5697	A.M.20616	Adapter	Brake bleeding
27VA/3303	A.C.O.5928	Clamp, bleed	Pressure relay valve
27G/6264	A.M.20967	Tool clamp, special	Brake assembly (post mod.634)
-	A.M.20308	Tool clamp, special	Brake assembly (pre mod.634)
-	A.O.105118	Spanner, tubular	Rear brake, rear cylinder
-	A.O.105121	Spanner	Front brake, rear cylinder Rear brake, front cylinder
-	A.O.105285	Spanner	Front brake, front cylinder
-	A.O.104846	Tool, dismantling	Spring assembly
27G/6061	A.O.102900	Mandrel and sleeve	Brake unit piston insertion
27G/2927	A.M.21347	Tool	Fitting and removal of Maxaret unit tyre

TABLE 2 - continued

Ref.No.	Part No.	Description	Application
Alighting gear - Dowty parts			
27Q/17044	S.T.2750	Spanner, key	Main-wheel unit axle nut
–	S.T.111 Mk.23	Bar, tommy	
27Q/14258	S.T.2112	Spanner, key	Main-wheel unit axle nut removal
27Q/11093	S.T.111 Mk.31	Bar, tommy	
27Q/12407	S.T.1657	Tool	Resetting alighting gear selector switch
27Q/14103	S.T.2034	Adapter	Charging hydraulic separator, and liquid spring struts
Standard parts			
1B/4467	–	Gun, lubricating, universal	Charging hydraulic separator and liquid spring struts
Hydraulic system - Avery parts			
–	A.V.A.127B	Spanner, C, single end	Self-sealing coupling - ¼ in.
–	A.V.A.127C	Spanner, C, single end	Self-sealing coupling - 3/8 in.
–	A.V.A.127D	Spanner, C, single end	Self-sealing coupling - ½ in.
–	A.V.A.127E	Spanner, C, single end	Self-sealing coupling - 5/8 in.
–	A.V.A.127F	Spanner, C, single end	Self-sealing coupling - ¾ in.
Fuel system - A.V.Roe parts			
26DC/95126	Z7945	Spanner, special	Refuelling valve ring nuts No. 1 to 7 tanks inclusive
26DC/95127	Z7946	Spanner, cranked, 60 deg.	Vickers non-return valve connections No.1 and 7 tanks
26DC/95128	Z7947	Spanner, cranked, 60 deg.	Main feed and refuelling valve connections No.1 to 7 tanks' sumps inclusive
26DC/95129	Z7948	Spanner, cranked, 7½ deg.	Transfer pump non-return valves No.1 and 7 tanks' sumps
26DC/95130	Z7949	Spanner, cranked, 7½ deg.	Main feed connections No. 1 to 7 tanks' sumps inclusive
26DC/95131	Z7952	Spanner, special	Y-connection in wing
26DC/95132	Z7953	Spanner, special, straight	Transfer pump non-return valves No. 1 and 7 tanks' sumps
26DC/95133	Z7954	Spanner, special, straight	Main feed and refuelling connections No.1 to 7 tanks' sumps inclusive
26DC/95141	Z8657	Spanner, special	Flight refuelling coupling, 2½ in. dia. pipe
26DC/95142	Z8658	Spanner, special	Flight refuelling coupling, 2 in. dia. pipe
26DC/95143	Z8659	Spanner, special	Flight refuelling coupling, 1½ in. dia. pipe
26DC/95144	Z8535	Spanner, special	Flight refuelling, coupling, 1¼ in. dia. pipe
26DC/95352	Z9496	Spanner, special	Flight refuelling coupling, 3½ in. dia. pipe
26DC/95353	Z9497	Spanner, special	Flight refuelling coupling, 4 in. dia. pipe
–	Z8530	Spanner, special	No.4 tank refuelling valve ring nut
–	Z9484	Spanner, special	Adapter on fuel pump and switch mounting flange

TABLE 2 - continued

Ref.No.	Part No.	Description	Application
	Avery parts		
–	A.V.A.127K	Spanner, key	General application
Engine mountings - Britool parts			
–	A.D.525	Socket, long, ¼ Whit.	
–	A.D.600	Socket, long, 5/16 Whit.	Engine mounting bolts and nuts
–	A.91	Universal joint	
	A.V. Roe parts		
26DC/95123	Z7682	Extension bar	Engine mounting nut
26DC/95138	Z8052	Extractor	Trunnion bolts
26DC/95139	Z8315	Extractor	Front suspension bolt
Ejection seats - Martin Baker parts			
27L/95	MBEU/1360	Spanner	Locking ring
27L/96	MBEU/1359	Spanner	Inner piston
27L/98	MBEU/1321	Tool	Sear cocking
27L/271	MBEU/3253	Tool	H.R. plunger forward
27L/272	MBEU/3254	Tool	Rack plunger
27L/273	MBEU/3255	Tool	Drogue gun cocking
27L/353	MBEU/1333	Spanner	Cartridge
27L/470	A/MBEU/3968	Spanner	Auxiliary breech cap
27L/486	A/MBEU/3965	Clamp	Outer piston
27L/534	A/MBCJ/129	Cocking tool	Canopy jettison unit
–	A/MBEU/5826	Tool	Cartridge extractor
–	MBEU/10617	Spanner	Canopy jettison gun
Miscellaneous - A.V.Roe parts			
26DC/95058	Z7306	Extractor	Bomb door mechanism pin
26DC/95059	Z7323	Spanner	Front spar outer wing attachment bolts
26DC/95145	Z8298	Spanner	Rear spar outer wing attachment bolts
26DC/95062	Z7321	Spanner	Nose u/c top bracket nuts
26DC/95114	U1189	Pin, setting	Air brakes
26DC/95161	Z9139	Tool, hand crimping	Electrical
26DC/95162	Z9140	Die, crimping	Electrical
26DC/95160	D10232	Blanking plate	Relief valve - pressure test of crews compartment
–	Z9865	Beading tool	
–	Z9262	Spanner	Trunnion and caps, F.R. unit
26DC/95299	Z9426	Spanner	Filler cap, windscreen de-icing tank

TABLE 2 - continued

Ref.No.	Part No.	Description	Application
	Z9251	Extractor	Shear pin, brake parachute
	Z9260	Setting tool	Aileron and elevator controls
	U1491	Plug	Breather, P.F.C. units
	Z8597	Key	A.R.I.18051
	U1650	Tool, setting	Nose entrance door lock
	Z9843	Extractor	Wing root bolts
	Z9844	Tool, extraction and insertion	Wing root bushes
	Z9662	Pliers, special	Fuse removal
	Z9692	Key, special	Main fuse box carrier screws
	2/Z9862	Spanner, claw, extension, 1·67 in. A/F	Hydraulic pipe unions
	3/Z9862	Spanner, claw, extension, 1·2 in. A/F	
	4/Z9862	Spanner, claw, extension, 1·1 in. A/F	
	5/Z9862	Spanner, claw, extension, 1·01 in. A/F	
	6/Z9862	Spanner, claw, extension, 0·82 in. A/F	
	7/Z9862	Spanner, claw, extension, 0·60 in. A/F	
	8/Z9862	Spanner, claw, extension, 0·525 in. A/F	
	9/Z9862	Spanner, claw, extension, 0·710 in. A/F	
Miscelloneous - Standard parts			
1B/4229	–	Iron, soldering, 230/250-volt, 240W.	
1B/4230	–	Iron, soldering, 110/120-volt, 125W.	
1B/4496	–	Iron, soldering, 24-volt 60W.	
1B/4467	–	Gun, lubricating, universal	
1B/4463	–	Nozzle, miniature	Use with item 1B/4467
1B/4468	–	Nozzle, push on	
1C/2165	–	Screwdriver, common; 12 in.	Engine doors
1C/2422	–	Straightedge, 48 in.	
1C/6411	–	Screwdriver, Phillips, No.2	
1C/6857	–	Spanner, S.E.O.J. 3/8 in. Whit.	Holding fuel union adapters on No. 3, 4, 5, 6 and 7 tanks
1C/6891	–	Spanner, D.E.O.J. sparkproof 2B.A. x 3B.A.	For use in flexible fuel tanks
1C/6889	–	Spanner, D.E.O.J. sparkproof 3/16 in. x ¼ in. Whit.	
1C/6895	–	Spanner, box, sparkproof 2B.A. x 3B.A.	
1C/6896	–	Spanner, box, sparkproof 4B.A. x 5B.A.	
1C/6897	–	Spanner, special, sparkproof, for A.G.S.605 clips	
1C/6979	–	Extractor, collet, stud	For use on flexible fuel tank buttons
1C/6980	–	Tool, assembly, collet stud	
1C/6981	–	Container, assembly tool	
1H/102	–	Bedplate, holder, assembly large	Servicing tools, miniature plugs and sockets, Mk.4
1H/103	–	Bedplate, holder, assembly medium	

TABLE 2 - continued

Ref.No.	Part No.	Description	Application
1H/104	-	Bedplate, holder, assembly small	Servicing tools, miniature plugs and sockets, Mk.4
1H/112	-	Spanner, resetting, emergency large	
1H/113	-	Spanner, resetting, emergency medium	
1H/114	-	Spanner, resetting, emergency small	
1H/129	-	Kit, spanner	
4A/2247	-	Rig, assembly, c/w adapters	
4A/2248	-	Rig, test, pressure, c/w adapters	
1L/12	-	Joint, universal, 3/8 in. S.D.	Used in connection with item 26DC/95123 listed under engine mountings - A.V.Roe parts
1L/20	-	Spanner, socket, ¼ in. Whit.x 3/8 in. S.D.	
1C/7002	-	Wrench, torque, 20-100 lb. ft.	Use on main and nose undercarriage units
1C/7005	-	Wrench, torque, 100-400 lb. ft.	
1L/45	-	Spanner, socket, 11/16 in. Whit.x ½ in. S.D.	
1L/57	-	Bar, extension, 8 in. x ¾ in. S.D.	
1L/66	-	Spanner, socket, ¾ in. Whit. x ¾ in. S.D.	
1L/158	-	Adapter, ½ in. socket x ¾ in. plug	
1L/42	-	Spanner, socket, ½ in. Whit.x ½ in. S.D.	Main undercarriage bottom and top inboard bearing bracket nuts
1L/50	-	Handle, ratchet, ½ in. S.D.	
1L/10	-	Handle, ratchet, 3/8 in. S.D.	Main undercarriage top outboard bearing bracket nuts
1L/276	-	Spanner, socket, 2 B.A. internal depth 1½ in.	Sparkproof - for use on flexible fuel tanks
1L/277	-	Spanner, socket, 4 B.A. internal depth 1 in.	
1L/278	-	Bar, extension, 4 in. x 9/32 in. S.D.	
1L/279	-	Handle, spinner, 6 in. x 9/32 in. S.D.	
50DD/53 or 1L/138	-	Spanner, ring, 9/16 in.x 11/16 in. Whit. / Spanner, ring, double cranked ½ in. x 9/16 in. Whit.	Installation/removal of Olympus E.C.U.
1L/140	-	Spanner, ring, double cranked 11/16 in. x 13/16 in. Whit.	
1L/199	-	Spanner, torque 150-450 lb. ft. ¾ in. S.D.	Used in conjunction with outer wing attachment bolt spanners
1L/223	-	Spanner, ring, 2 B.A. x 4 B.A.	Fuel recuperators removal
1L/28	-	Spanner, double-ended, open jaw 0 B.A. x 2 B.A.	
1L/154	-	Spanner, double-ended, open jaw 1/8 in. x 3/16 in. Whit.	
1L/24	-	Spanner, double-ended, open jaw, 3/16 in. x ¼ in. Whit.	
1L/25	-	Spanner, double-ended, open jaw, 5/16 in. x 3/8 in. Whit.	
1L/26	-	Spanner, double-ended, open jaw, 7/16 in. x ½ in. Whit.	
1L/59	-	Spanner, double-ended, open jaw, 9/16 in. x 5/8 in. Whit.	

TABLE 2 - continued

Ref.No.	Part No.	Description	Application
1L/73	-	Spanner, double-ended, open jaw, 11/16 in. x ¾ in. Whit.	
1L/76	-	Spanner, double-ended, open jaw, 7/8 in. x 1 in. Whit.	
3A/3304	-	Press unit, crimping hydraulic, portable	
5X/6462	-	Tool, heavy duty crimping	Electrical
27KC/1383	P100-88-75	Spanner, peg	Adjusting fork ends of P.F.C. units when installed in aircraft
27KC/3004	P100-88-79	Adapter, hose	Topping up P.F.C. units when installed in aircraft
27Y/2381	R.S.181/30	Spanner, hook	Fuel system
27Y/2382	R.S.181/29	Spanner	Fuel system